

WIS 29 corridor preservation plan

Cadott to Thorp

Spring 2005

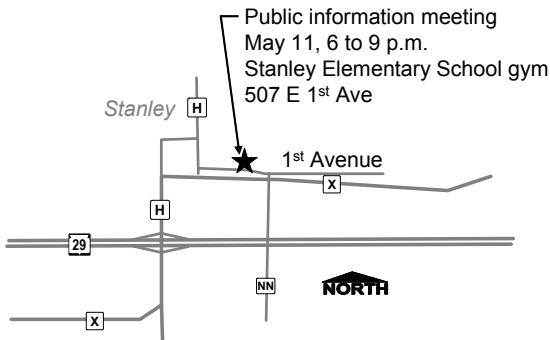
Public information meeting May 11

Public information meeting

A public information meeting will be held May 11 at the Stanley Elementary School gym, 507 East 1st Avenue, in Stanley. The meeting will be in an open house format from 6 to 9 p.m. with a half-hour formal presentation at 7 p.m.

Topics to be presented include:

- Study purpose
- Recommended alternative for WIS 29 access
- Study schedule



Preserving WIS 29 into the future

The WIS 29 corridor is one of Wisconsin's most important transportation routes. Currently, the only section of WIS 29 classified as a freeway is between Chippewa County T and Chippewa County X near Cadott. WisDOT is now studying the potential of designating a 21-mile section of WIS 29 as a freeway, from WIS 27 in Cadott to WIS 73 in Thorp.

Designating WIS 29 as a freeway will not produce immediate physical changes to the highway. Construction of overpasses or changes to public highway access will not occur until well after the freeway designation is made, in most cases, 15 to 30 years. Additionally, physical changes would not occur without public and local government input. Freeway designation is part of a long-term planning process in which:

- Potential interchange locations are identified.
- Local roadway connections are analyzed to determine if their access to WIS 29 should be closed (cul-de-sac) or become grade separated (over or underpass).
- Alternate locations for driveways connecting to WIS 29 are developed.

With this information, communities along the corridor are able to make better land use decisions and plan for future development.

WisDOT Northwest Region
Eau Claire transportation office
Issue No. 1

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Mission statement:
To provide leadership in the development and operation of a safe and efficient transportation system.



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Freeway designation

Designating WIS 29 as a freeway will change how some local and county roads connect to WIS 29. Proposed changes will not occur for 15 to 30 years and will involve the public's input. The images below show the different types of freeway access.

Interchange:

The intersecting roadway is built over the highway with ramps, giving motorists the option to smoothly enter the highway or remain on the intersecting roadway.



Interchange

Grade separation (overpass or underpass):

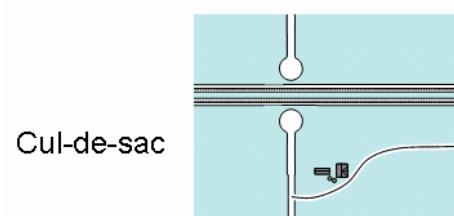
The intersecting roadway is built over or under the highway to allow continuous traffic flow. Traffic on the intersecting roadway can not access the highway from the overpass or underpass.



Grade separation

Cul de sac:

The intersecting roadway is closed off to through traffic.



Cul-de-sac